

Saint Paul's Off-Street Parking Requirements

***Parking Study
and Proposed Code
Amendments***

**For May 5th Public
Hearing at Saint Paul
City Council**

Off-Street Parking Code History

- 1975 – City adopts citywide zoning code and parking requirements by use
- 1992 – Parking code updates based on common, suburban standards of the time
- 2009 – Planning Commission passes resolution initiating a zoning study
- March 12, 2010 – Planning Commission approves draft off-street parking code amendments and adopts a resolution forwarding them to City Council for consideration

Timeline for Parking Code Revisions

Activity	2009					2010				
	May-Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
Draft Revisions to Off-Street Parking Code										
Prepare for Public Review of Parking Code										
Public Review										
Revise Parking Code Based on Public Review										
Planning Commission Public Hearing										
Planning Commission Recommendation										
City Council Public Hearing and Decision										

PC Public Hearing: Jan 22, 2010

- 9 comment letters
- 2 organizations testified

Public Meetings: Oct – Nov, 2009

- West 7th Community Center
- Como Pavilion
- Dayton's Bluff Recreation Center

Stakeholder Meetings: Sept – Dec, 2009

- Chamber of Commerce
- Port Authority
- Saint Paul Business Review Council
- Metro Independent Business Alliance
- Metropolitan Consortium of Community Developers
- Smart Trips board of directors
- District Councils Executive Directors
- Payne-Arcade Business Assc and District 5
- Grand Avenue Business Assc and District 16
- Highland Business Association
- College and university representatives

Study Goals and Objectives

➤ Consolidate use requirements

- Encourage development / redevelopment / reuse
- Reduce use variations, unless unique requirement is clearly justified

➤ Reduce use requirements

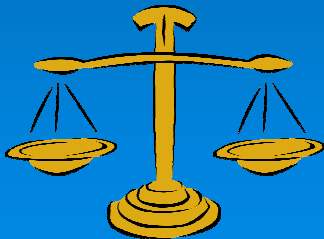
- Better align parking requirements with demand
- Encourage efficient land use and reduce blight
- Support multi-modal transportation options

➤ Enhance parking lot design

- Increase environmental stewardship
- Address heat island concerns and stormwater management

➤ Simplify the parking code

- Update code that is confusing and hard to enforce
- Remove code that is not used, poorly applied, or no longer justified



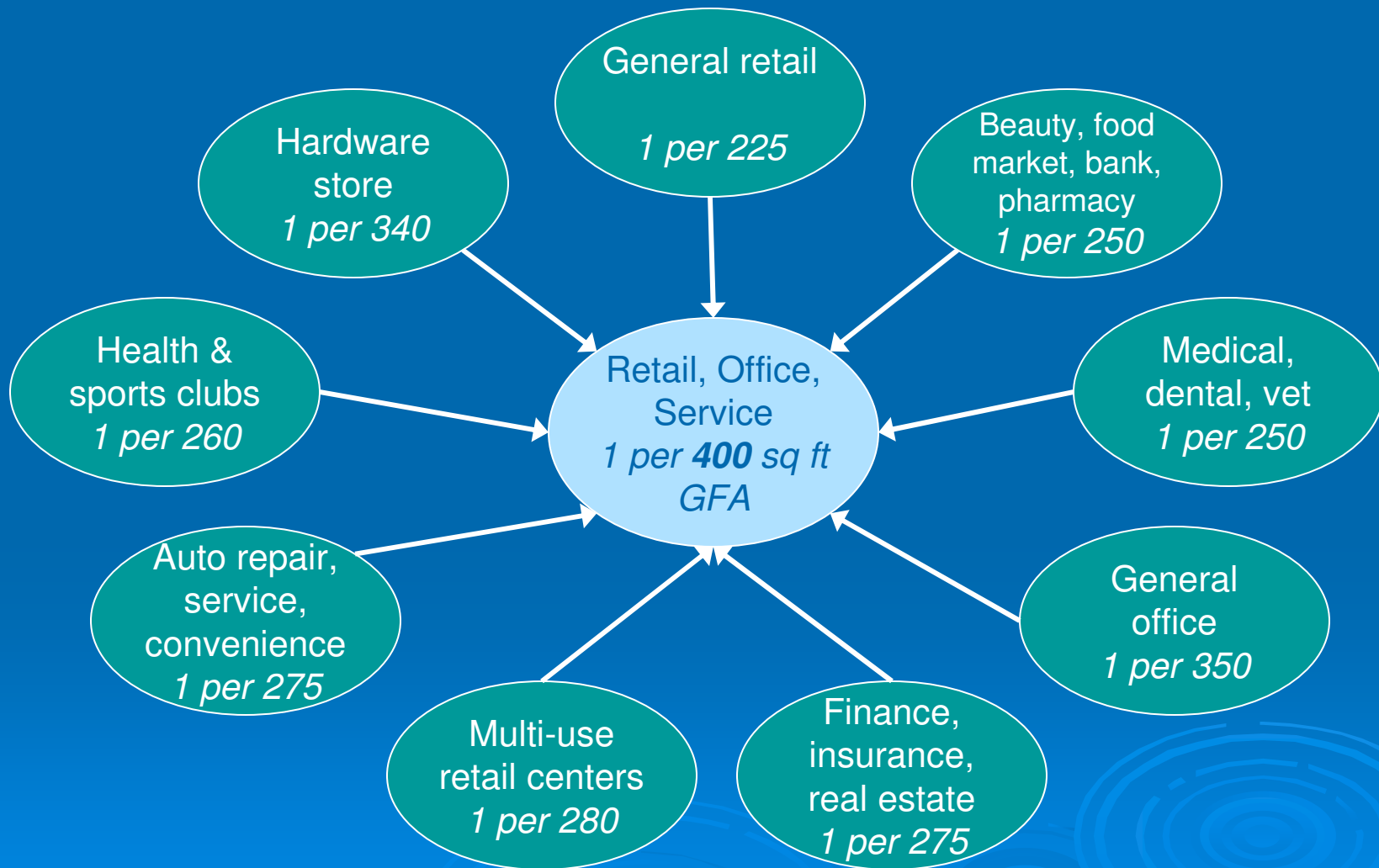
➤ Balance the interests of businesses, residents, institutions, government, and customers

Proposed changes do NOT address:

- Parking deficiencies or over-supply for existing businesses or properties
- Downtown parking
- Central Corridor Parking Management
- Parking demand management tools, e.g., permit areas, meters, enforcement



Consolidate Retail and Office Requirements

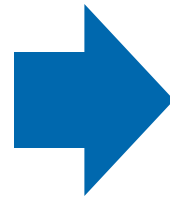
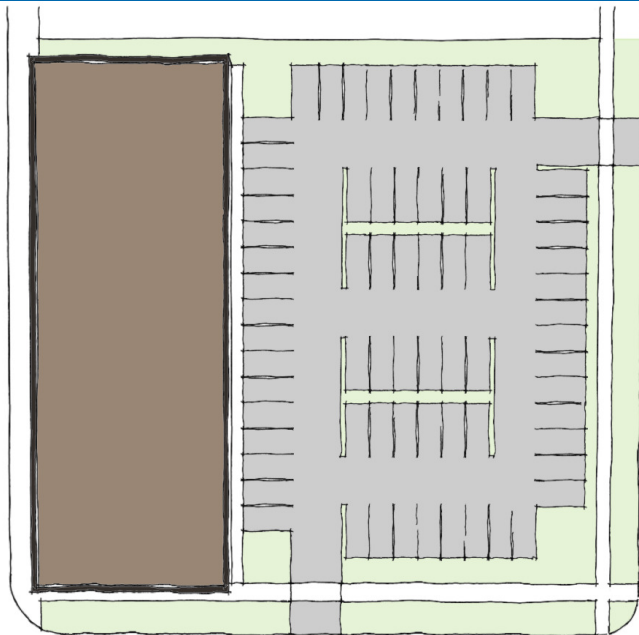


General Retail

50,000 sq. ft. lot and 16,000 sq. ft. building

Old Parking Minimum

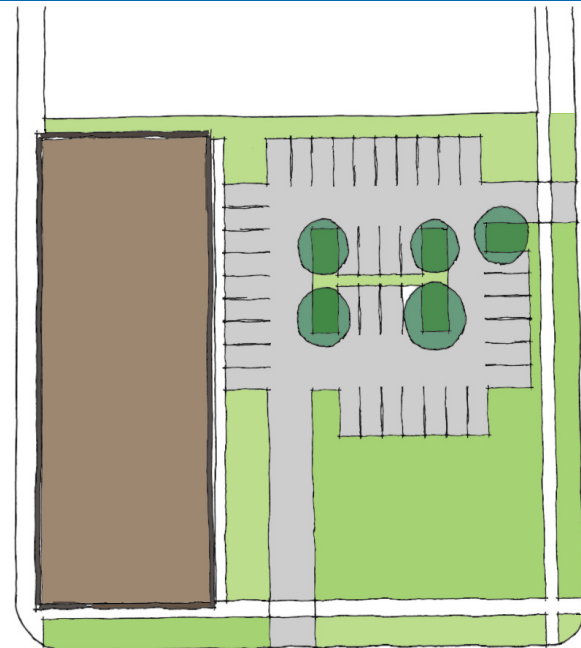
71 spaces



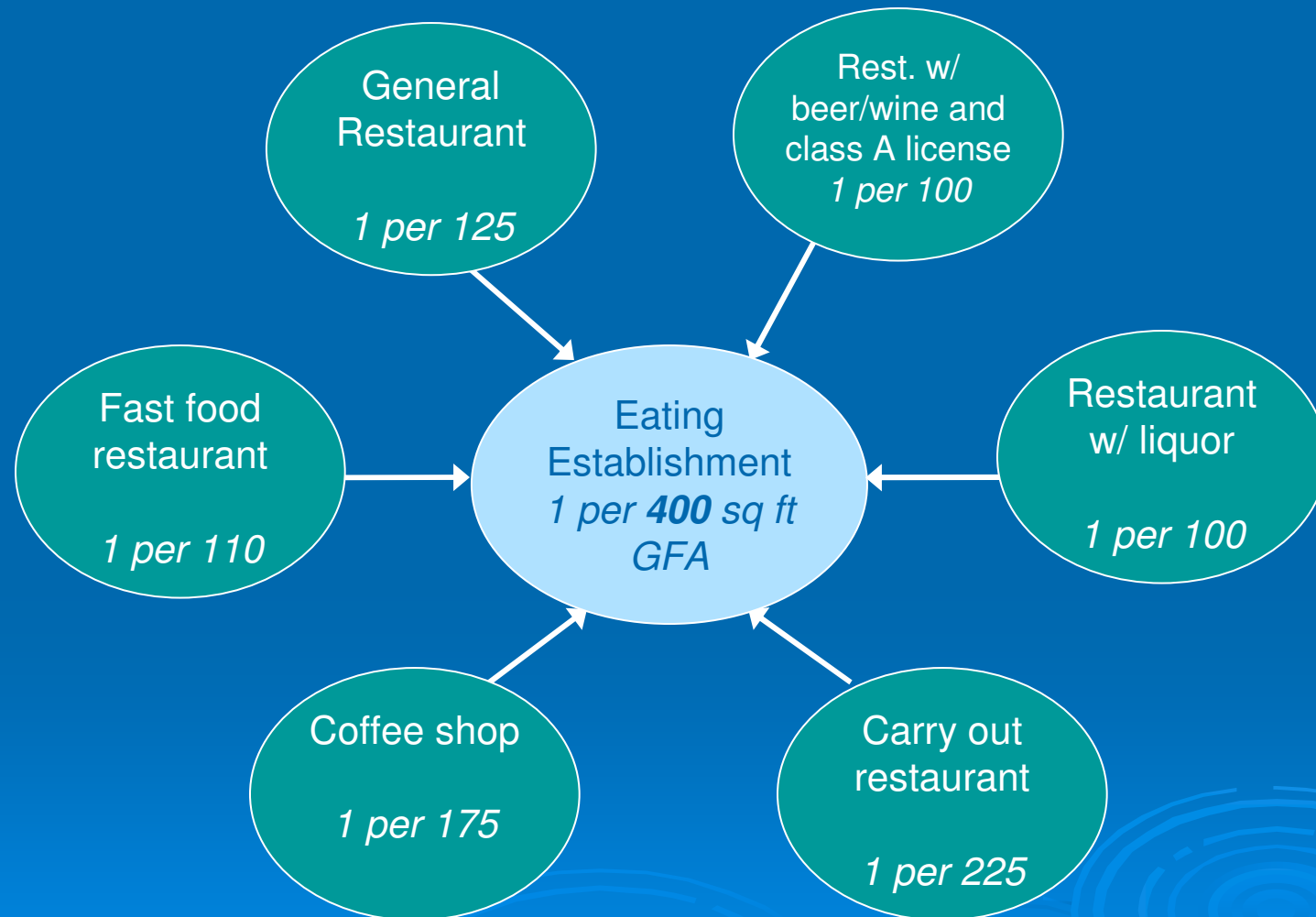
**Allows for:
building expansion,
additional parking,
future development,
smaller lot**

New Parking Minimum

40 spaces



Consolidate Food Establishment Requirements



Establishments with Liquor and Entertainment

Establishments with liquor license and entertainment license Class A or B

- Class A – 1 space per 100 sq ft GFA
- Class B – 1 space per 75 sq ft GFA



- 1 space per 100 sq ft GFA

Establishments with liquor license and entertainment license Class C

- 1 space per 75 sq ft GFA



- 1 space per 75 sq ft GFA

Residential Requirements

Multi-family Dwelling Unit

- 1.5 spaces per unit



- 1 space per studio – 1 bedroom unit
- 1.5 spaces per 2 – 3 bedroom unit
- 2 spaces per 4+ bedroom unit

Community residential facility, emergency housing, free-standing foster care home, overnight shelter, shelter for battered persons, transitional housing


- 1 space per every 2 adult facility residents



- 1.5 spaces per every 4 adult facility residents

Institutional Requirements

College, university, seminary, technical college, trade school, business school, arts school, dance school:

- 1 per every 2 employees and staff members, plus
 - 1 per every 3 full-time students not on campus or 1 for every 3 part-time students, whichever is greater
- 
- No change

Church, chapel, synagogue, temple, place of worship:

- 1 space per 3 seats or 6 feet of pews in the main unit of worship
- 
- 1 space per 250 sq. ft. GFA in the main unit of worship
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Citywide Parking Maximums

- For surface parking facilities with >15 spaces, parking maximums introduced Citywide to reduce oversupply of parking
 - 300% of minimum parking requirement allowed for restaurants
 - 170% of minimum parking requirement allowed for all other uses
- Additional conditions apply for spaces above the minimum:

> minimum requires:

- 30 sq ft of stormwater landscaping to be provided for each extra parking space (for lots > ¼ acre)

> maximum requires:

- Approved CUP, or
- Structured parking for parking spaces over the maximum

Sample Off-Street Parking Changes

				Number of Parking Spaces Required Under:				
Use Type	Current Requirement	Proposed Parking Requirement	Sample GFA	Current Minimum	Proposed MIN	MIN as % of Current	Proposed MAX (170%)	MAX as % of Current
General office	1 per 350	1 per 400	3,000	9	8	88%	15*	175%
General retail	1 per 225	1 per 400 to 30,000 + 1 per 800 above	3,000	13	8	56%	15*	113%
Dental clinic	1 per 250	1 per 400	5,000	20	13	63%	21	106%
Bank	1 per 240	1 per 400 to 30,000 + 1 per 800 above	12,000	50	30	60%	51	102%
Big box retail	1 per 225	1 per 400 to 30,000 + 1 per 800 above	60,000	267	113	42%	191	72%
Community Center	1 per 250	1 per 1000	85,000	340	85	25%	145	43%
Use Type	Current Requirement	Proposed Parking Requirement	Sample GFA	Current Minimum	Proposed MIN	MIN as % of Current	Proposed MAX (300%)	MAX as % of Current
Restaurant	1 per 125	1 per 400	6,000	48	15	31%	45	94%

* Maximum parking requirement in effect for surface parking facilities with more than 15 spaces

Possible Reductions to Parking Minimum

Minimum parking requirement may be reduced through:

- Shared parking agreement
 - Level of reduction based on uses and peak hours
- Bicycle parking
 - up to a 10% reduction
- Shared-vehicle parking (e.g., Hour Car)
 - up to a 10% reduction



Landscaping Requirements

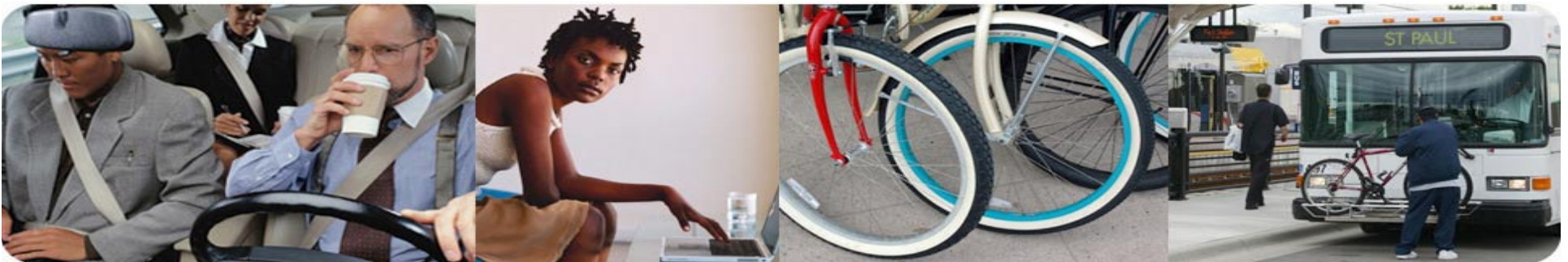
- 15 sq ft of interior landscaping is required for every 100 sq ft of paving for parking facilities with more than 20 parking spaces or 6,000 sq ft of paving, whichever is less
 - All parking lots require one shade tree for every five parking spaces
 - Internal walkways to support pedestrian movement and safety in parking lots greater than 125,000 sq ft
 - Wheel stops allow for up to 2 ft of vehicle overhang into landscaped area



Travel Demand Management (TDM)

TDM programs are intended to reduce vehicle miles traveled, increase usage of transit, biking and walking, and decrease overall parking demand.

- TDM plan required for:
 - Development or redevelopment requiring more than 100 parking spaces
 - Change in use resulting in a 25% increase or 50 additional spaces, whichever is less, and requiring more than 100 parking spaces
- City's TMO (i.e., Smart Trips) to assist with creating:
 - TDM plan
 - Annual TDM status reports
- Site plan review shall require:
 - Approved TDM plan
 - Security agreement equal to the two year TDM implementation budget



Information and Contacts

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City Website: www.stpaul.gov/offstreetparkingstudy

- Complete set of proposed code revisions
- Summary of key parking code changes
- Summary of code changes and rationale by section and use
- Blog for submitting Q&A and FAQ's

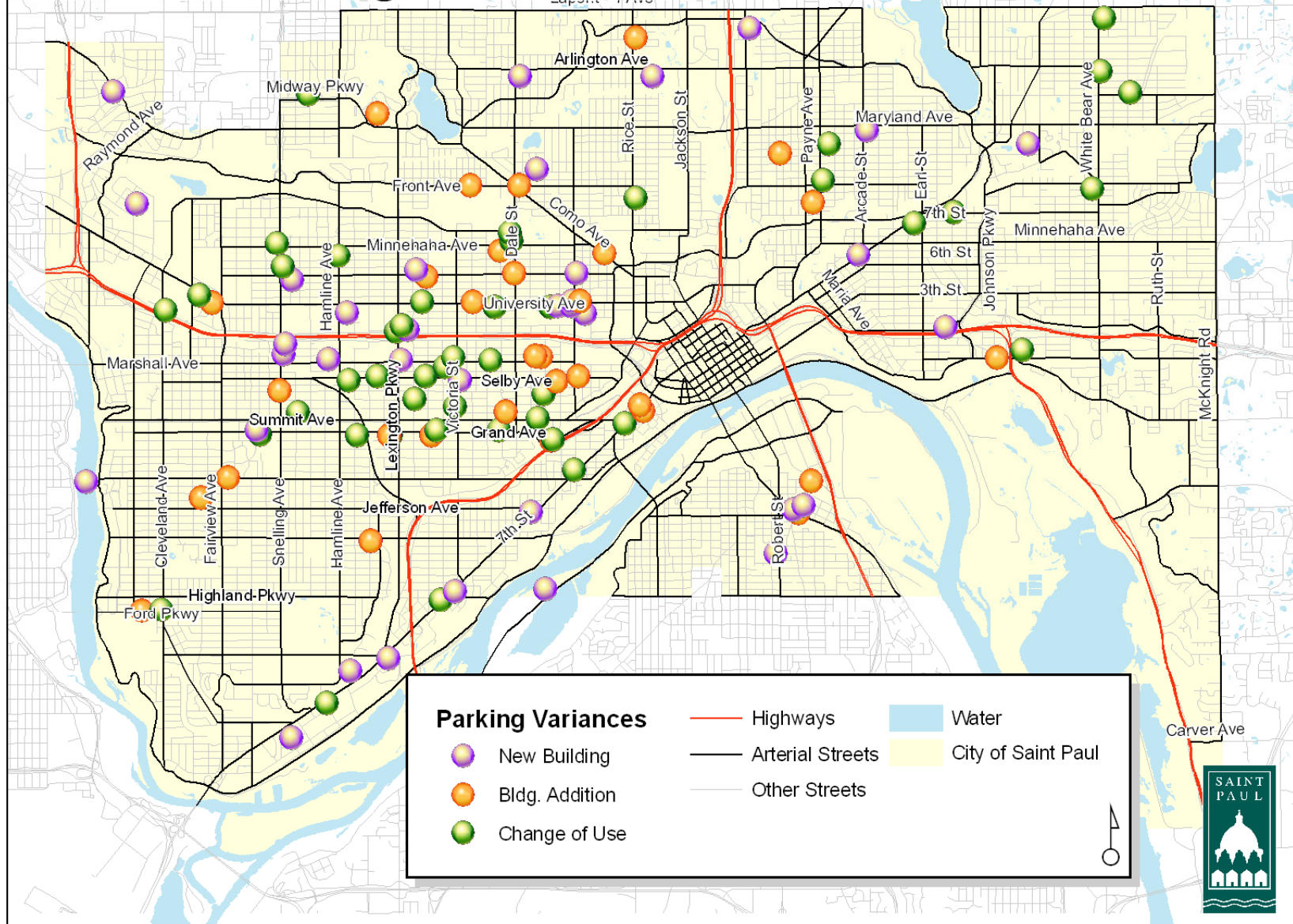
Appendices



Study Process

- **Implement parking related policies adopted in new Saint Paul Comprehensive Plan**
- **Update parking requirements based on:**
 - Research on best practices
 - Comparison to other cities' parking requirements and policies
 - e.g., Minneapolis, Milwaukee, Chicago, Portland, Seattle
 - Review of local business parking counts
- **Seek input from:**
 - Staff Work Group including PED, DSI and PW
 - Public
 - Stakeholders

Off-Street Parking Variances, 1999 - Present




Sample Dwelling Unit Parking Changes

Required Dwelling Unit Parking			
Sample Property	Current Minimum	Proposed Minimum	Proposed Maximum (170%)
Single-family home	1	1	15*
Duplex	3	3	15*
Triplex: 1 studio and 2 units with 3-bedrooms each	4	4	15*
Fourplex: each with 4 bedrooms	6	8	15*
20 unit building with: 10 1-bedroom; 5 2-bedroom; and 5 3-bedroom units	30	25	43
40 unit building with: 10 1-bedroom; 20 2-bedroom; 5 3-bedroom; and 5 4-bedroom units	60	57	97
200 unit building with: 50 2-bedroom and 150 4-bedroom units	300	375	638

* Maximum parking requirement in effect for surface parking facilities with more than 15 spaces

Production and Industrial Requirements

Commercial limited production and processing, industrial, manufacturing:

- 1 space per 650 sq. ft. GFA, or
 - 1 space per 2,000 sq. ft. GFA if more than 50% of production floor space is occupied by automated machinery
- 
- 1 space per 1,000 sq. ft. GFA, or
 - 1 space per 2,000 sq. ft. GFA if more than 50% of production floor space is occupied by automated machinery

Sample Off-Street Parking Reductions

Use Type	Proposed Parking Requirement	Sample Sq. Ft. GFA	Proposed Parking Reductions			Required Parking	
			Bicycle (10%)	Share-car (10%)	Total Reduced Minimum	Proposed Standard Minimum	Proposed Maximum
General office	1 per 400 sq ft GFA	3,000	0	0	8	8	13
General Retail	1 per 400 sq ft GFA	5,000	1	1	11	13	21
Restaurant	1 per 400 sq ft GFA	6,000	1	1	13	15	45
Pharmacy	1 per 400 sq ft GFA	9,000	2	2	19	23	38
Bank	1 per 400 sq ft GFA	12,000	3	3	24	30	51
Library	1 per 500 sq ft GFA	15,000	3	3	24	30	51
Community Center	1 per 1000 sq ft GFA	85,000	8	8	69	85	145

Preferential Parking Spaces

- For office, industrial or institutional lots > 20 spaces allow designation of up to the lesser of 5 spaces or 5% of parking for:
 - EPA designated “SmartWay Elite” vehicles, share-cars, and/or carpool
- Preferential parking spaces are in addition to required accessible parking spaces
- Total required parking remains the same

